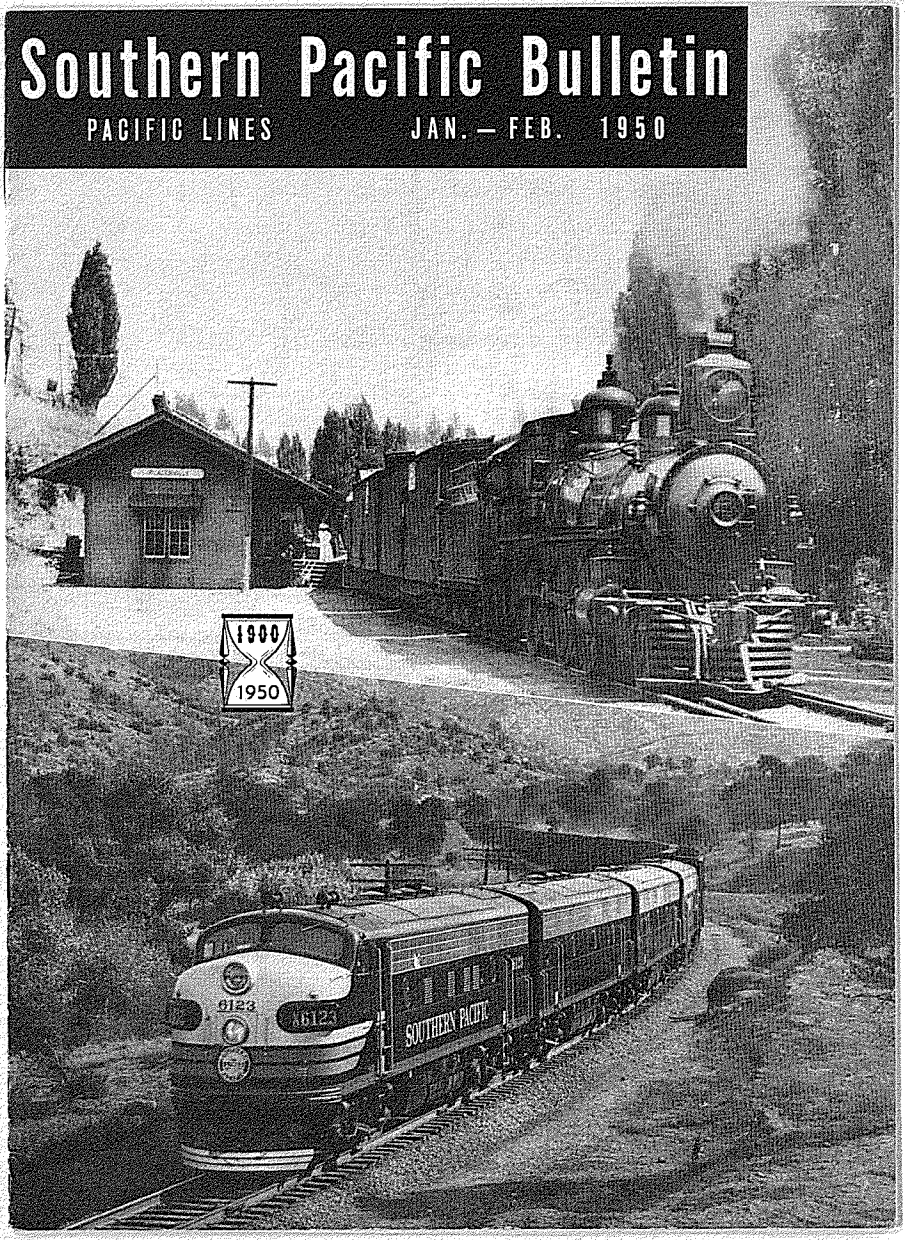
Southern Pacific Bulletin

PACIFIC LINES JAN. — FEB. 1950



What We Want--How To Get It

THE start of a new year is always a good time to check up on our opportunities and our objectives.

Our opportunities lie in doing the things that will attract more passengers and more cars of freight. Our objectives lie in outdoing other carriers in the attractiveness of our service so that we won't lose business to our competitors. Actually, our opportunities and our objectives are just about one and the same thing.

Well, what kind of things can we do to make people want to use our service? We have more and better equipment on hand, and more is being delivered as fast as we can get it. Certainly all this will help, but it won't be enough.

The thing we can do is to improve the personal phase of our service, by using a pleasant voice on the telephone, by showing extra interest and courtesy over the counter or on the trains, by extra care in handling and spotting cars. A little extra consideration for each passenger or shipper will attract business and provide more jobs.

It comes down pretty much to getting into the habit of thinking of the customer as our most valued friend, and of constantly doing our best to let him know we feel that way about him. With that as our aim for 1950, each of us can profit.



NEW $2,500,000 LOS ANGELES RETARDER YARD (TO BE DESCRIBED IN LATER ISSUE) IS BIG STEP IN SP'S IMPROVEMENT PROGRAM.

President Mercier's Year-End Review

WHILE industrial development and population growth continued at a rapid pace in 1949 in the territory served by Southern Pacific, the railroad encountered various offsetting conditions.

There was a national leveling off of railroad revenue from the postwar high of 1948, in line with the decline in general business, but traffic remained far above the pre-war level. At the same time, the rising cost of providing rail service, partly met by increases authorized in freight rates, reached a new peak.

These observations highlight a year-end review of Southern Pacific activities, released to the general public by President A. T. Mercier. He pointed out that the population gain since 1940 in the eight western and southwestern states served by Southern Pacific is 34 per cent, compared with only nine and one-half per cent in the other 40 states. California's population, he noted, has now become second only to that of New York.

Costly Developments

But against this gain in the population density and traffic potential of its territory, Southern Pacific experienced costly developments in addition to the nationwide drop-off in business. These included tie-ups of connecting lines during the unusually severe weather early in the year, a short supply of freight cars in recent months as westbound loadings from eastern industrial centers took a sharp drop, and the increasing competition of highway carriers.

Rate increases granted this year were less than sufficient to balance the increase in labor costs. The 40-hour week for non-operating employes, which became effective September 1, alone added nearly $4,600,000 in four months to the Company's 1949 wage bill, and on an annual basis will cost nearly $14,000,000.

"In the face of high costs, Southern Pacific has continued aggressively its program to cut expenses by increasing its efficiency," President Mercier said. "At the same time we are continuing to invest large sums in service improvements where it can be confidently expected that more business will be attracted.

"In 1949 we received or ordered 195 additional diesel locomotives at a cost of $65,500,000. During the past year we have received 6,123 new freight cars and have under delivery or authorized for purchase 4,209 more, at a total cost of $54,500,000. We are also modernizing 900 old cars. Passenger equipment delivered this year and now on order will cost about $24,000,000 as we continue to press our program of improvement of principal passenger trains on all of our main routes. The popular Shasta Daylight, put into service this year between San Francisco and Portland, is an example of what we are doing in this field.

"At Los Angeles we are spending $2,500,000 on freight yard improvements. This and other improvements in southern California, costing $2,000,000 additional, will be of material assistance in improving our service and in cutting expenses."

Truck Regulation Needed

The diversion of freight from the railroads to subsidized or inadequately regulated highway carriers continues to be a matter of serious concern, he stated. "Studies by highway authorities have shown that the large capacity freight carriers are not required to bear a fair and proper share of highway costs, and thus they are subsidized largely by other users of the highway," he said. "Also, many thousands of for-hire truckers operate wholly or partly exempt from federal or state regulation of their rates and services under existing laws. Loading in excess of legal limits by many intercity truckers is a practice both damaging to highways and dangerous to motorists, and is giving the truckers an unfair competitive advantage.

"From the public standpoint the ability of the railroads to prosper is of paramount importance in time of peace as well as in the emergency of war. I have no fear of the ability of the railroads to hold their own and carry their proper share of freight under fair competitive conditions."

With reference to the so-called reparation cases brought by the Department of Justice to collect huge sums for alleged excessive freight charges on some of the government's wartime shipments, he said:

"In the hearings thus far held by the Interstate Commerce Commission the railroads, supported by representatives of industry and railroad labor, have presented an exceedingly strong case. This is fortunate because an unfavorable outcome would place a burden upon the railroads which they could hardly overcome."



Styles in observation cars as well as in dress were changed considerably between the time these pictures of the *Overland Limited* and the *Daylight* were taken, and anyone would be ready to acknowledge the vast improvement. Everyone, except the couple above, who would be at a disadvantage on the car below. The picture, taken around 1900, is labeled, "Making Love In The Moonlight On The *Overland Ltd.*"



50 YEARS OF ACHIEVEMENT

Distinguished Record of the Past Gives Promise of a Hopeful Future

LIKE a train rounding a horseshoe curve, the swing into the second half of the twentieth century affords us a clear view in two directions. We are able to look back over the route we have covered and we can observe the new horizon that lies ahead.

Looking back over the first 50 "mileposts" in this 1900 series, we can recall with deep satisfaction that at almost every point along the way Southern Pacific moved forward at full speed. There were a few setbacks and delays, to be sure, but for the most part the road was clear and the journey pleasant.

At "Milepost 1900" our railroad wasn't nearly as big as it is today. The difference in size can be understood from a study of the comparison pictures on the cover and on succeeding pages. These pictures, and others showing some of the important happenings of the past 50 years, are not intended to portray the history of Southern Pacific through that period. They are intended only to show that the passing of time did not find us standing still.

Three-Way Partnership

Our ability to grow and to strengthen over the years has been dependent primarily upon three groups—the customers, the stockholders and us, the employes. As we gave better service we won more customers. More customers meant more income. More income meant investment in more equipment. More equipment meant more jobs and more opportunities. It all adds up to the simple formula, "The Better We Produce, The Better We Live." This is the basic rule of our economic system that has made it possible for us, as Americans, to enjoy the highest standard of living of all the peoples of the earth.

Look at these comparisons. In 1900 our transportation system operated on 7,964 miles of track; today it stretches 12,454 miles. In 1900 our average load pulled by a locomotive was four times less than it is today. The capacity of a freight car 50 years ago was half as much as it is today.

Commensurate with the increased efficiency in operation, made possible by revenues available for technological research and purchase of new and better equipment, the number of jobs on Pacific Lines more than doubled in the same period.

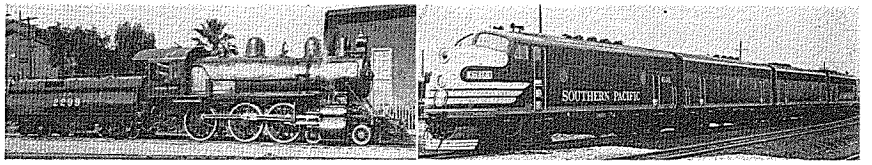
And all the time our list of customers was growing. The only way we can count our customers is by counting the money they spend for our services. In 1900 our total operating revenues were less than $64,000,000; in 1949 they exceeded $537,500,000. In order to handle the increased business, more jobs and more equipment were needed. So where it took less than $42,000,000 to cover operating expenses in 1900, we spent nearly $425,000,000 in 1949. (This brings to mind the unpleasant recollection that while, over the past half century, our revenues increased more than eight times and expenses tenfold, taxes are almost 34 times greater. Tax accruals in 1900 were $1,600,000; in 1949 they exceeded $53,000,000.)

This great expansion in our operations has been reflected in the industrial and population growth throughout the

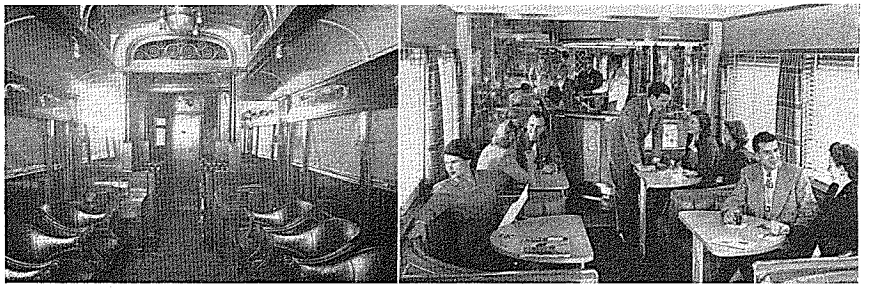
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DINING CAR (1920) "LARK" TRIPLE UNIT

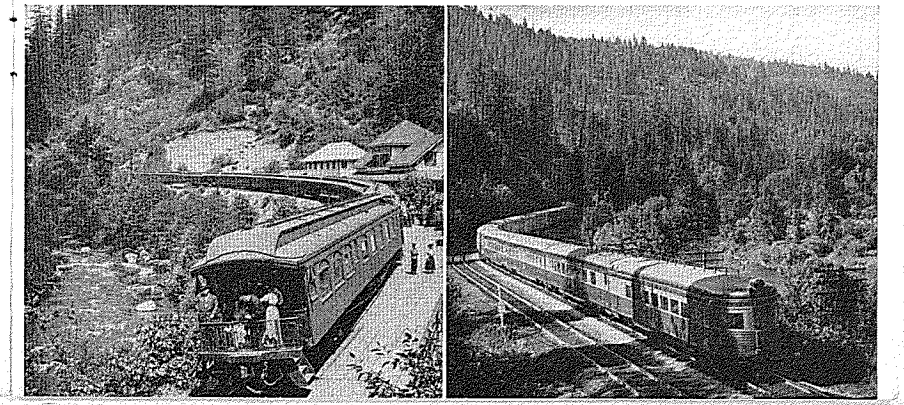


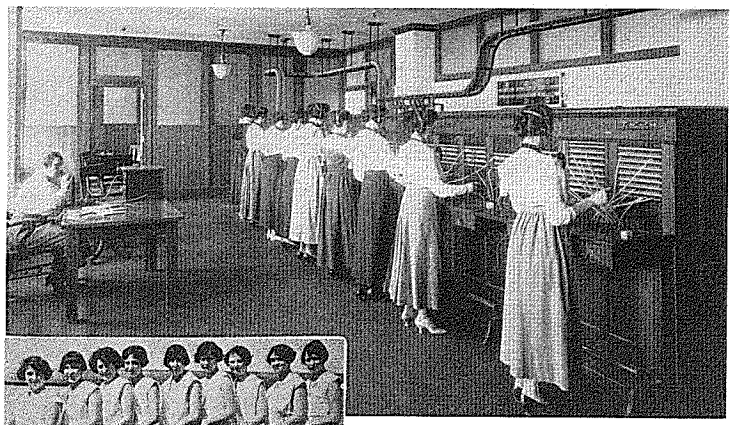
"HEAVY" POWER (1902) 6000 HP DIESEL (1950)

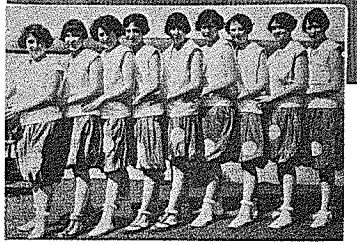


CLUB CAR (1910) TODAY'S TAVERN CAR

"SHASTA LIMITED" (1900) "SHASTA DAYLIGHT" (1950)







Above: Maybe it was because they wanted to show their high-button shoes that the General Office telephone girls had their picture taken in 1920 without their chairs. At the time it was boasted this board handled 150 calls an hour. Today it's five times as many.

Left: Nearing the 1925 basketball championship of the San Francisco Industrial league, these bloomer-clad lassies were adding new laurels to the SP Club's athletic record. The SP Club was only two years old at the time but already had won success in its program to foster friendship and cooperation through social and athletic activities. Today it ranks as one of the greatest industrial clubs in the country and has been the model for many others.

SP advertisements always have been among the best. This 1903-04 specimen was an eye-catcher of its day.



50 YEARS OF ACHIEVEMENT

(Continued from page 4)

territory we serve. In the past 20 years there has been an average of one new industry established along our line every day. In the past decade population in the eight western and southwestern states served by Southern Pacific has increased 34 per cent in contrast to an average increase of 9½ per cent in the other 40 states.

Our journey along the road of Progress hasn't been without difficulties. The chief obstacle in our path is competition from what President A. T. Mercier has termed "subsidized or inadequately regulated" highway and air carriers.

Given a chance to operate under fair competitive conditions, we can look to the future with hopes and expectations measured by our proud record of the past. In this connection, the following words which appeared in the *Bulletin* in May, 1927, on the anniversary of the completion of the first transcontinental railroad, are as appropriate today as they were then:

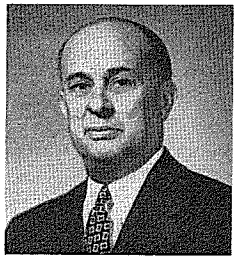
"The West was very young in 1869. It is young today. The difference is only relative. The development and progress that is to come, based on what we are doing today, will be just as great as that which has gone on since the driving of the Golden Spike in 1869.

"Without detracting from what our predecessors did, we may find stimulus in the thought that we are engaged in a work that is lasting, that is large in import and proportions, and is very worth while."



C. P. HUNTINGTON E. H. HARRIMAN WILLIAM SPROULE PAUL SHOUP A. D. McDONALD

PRESIDENTS



A. T. MERCIER

THESE are the men who have served as SP presidents since 1900:

C. P. Huntington, one of the "Big Four" founders of parent Central Pacific. He held the office at the time of his death on August 13, 1900.

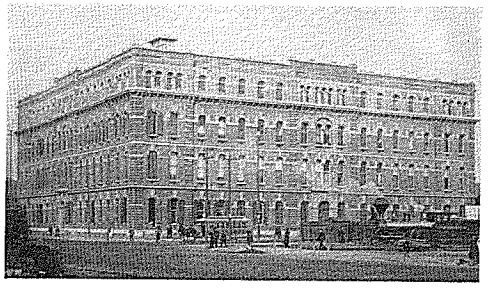
E. H. Harriman was president of UP when he became SP president in 1901, succeeding **Charles M. Hays,** who had held the position nine months.

William Sproule started in 1882 as a freight clerk, became president in 1911. He succeeded **R. S. Lovett,** who had been president since death of Harriman in 1909. Sproule retired in 1928, died January 1, 1935.

Paul Shoup started with SP as a ticket clerk in 1891, became president when Sproule retired. Was named vice chairman in 1932, retired in 1938. He died July 30, 1946.

A. D. McDonald came to SP in 1901 as a clerk in the Accounting Dept., succeeded Shoup as president in 1932. He guided the railroad through the depression into the "New Era In Railroading." Death ended his brilliant career on November 15, 1941.

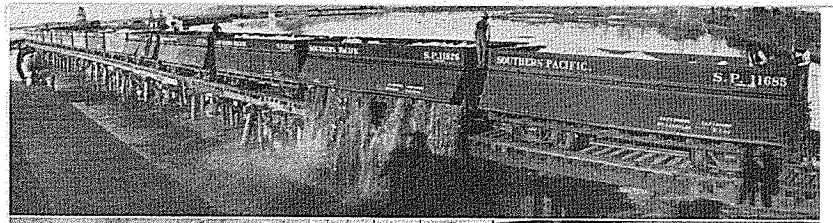
A. T. Mercier followed McDonald as president 38 years after he started with SP as a transitman and roadmaster's clerk. Always interested in the people with whom he has worked, he is said to know as many employes by name as any man on the railroad.

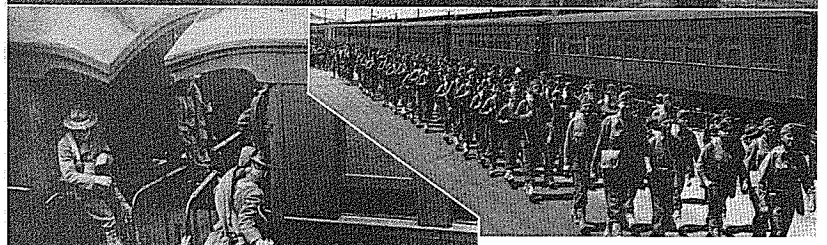


GENERAL OFFICES

SOUTHERN PACIFIC headquarters in San Francisco at the beginning of the 20th century were housed in the building shown above. Located at 4th and Townsend Sts., a block from the present SP station, it was destroyed in the fire of 1906. Forces occupied the Flood Building until September 1917, when the present 10-story General Office Building, shown below, was completed.











EVER PRESENT

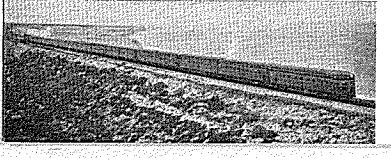
WOVEN intricately into the pattern of important events of the past 50 years is the name "Southern Pacific." A few of them are shown here. In time of disaster, such as the Colorado River break in 1906-07 (picture at top of page) which threatened to ruin the Imperial Valley, SP came to the rescue by dumping 3,000 cars of rock, brought from nearly 500 miles away, into the broken river bank. In the San Francisco fire and earthquake of 1906 SP moved, without charge, 1600 carloads of supplies into the city and carried 225,000 evacuees out. Our railroad distinguished itself in the movement of materials and troops (above) in two wars. In the last one, it was acclaimed for performing "near miracles" of transportation. The picture at the left showing President William McKinley on his special train at Stockton in 1901 is a reminder that we have been host to most US presidents in the past 50 years. The picture below was taken in 1922, when our "Prosperity Special" crossed the continent. The train consisted of 20 new locomotives, part of an order of 50, whose purchase proclaimed the end of a depression. History was repeated in the late '30's when we placed large orders for new locomotives to help keynote the end of another depression. These are but a few of many episodes in which our railroad played a major part, episodes that shaped the destinies of communities, states, the nation and the world.



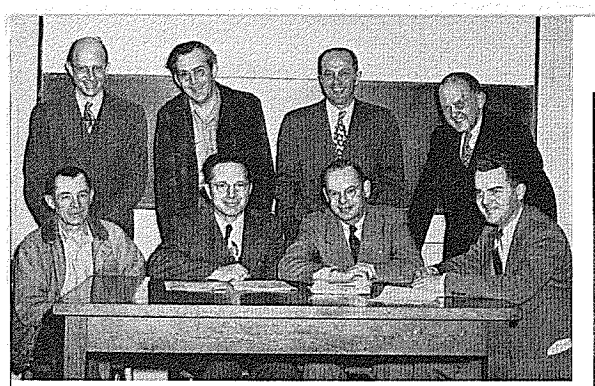


EVER FORWARD

PROGRESSIVENESS and the ability to get things done are inherent traits of the SP railroader, handed down from the pioneer Central Pacific builders. Gigantic engineering feats, introduction of new services, improvements and expansions attest to that again and again over the past half-century. Sample of our construction achievements is the stately Martinez-Benicia bridge (top picture) across Suisun Bay, opened in 1930, symbolizing SP's "Confidence in California's Tomorrow." And the famous Lucin Cut-off, lancing 32 miles through Great Salt Lake, completed in 1903 at the ceremony shown below. In freight transportation it was SP who originated the "Overnights" (above, right) with coordinated pick-up and delivery at the door of the customer. Significant in the passenger field was the "City of San Francisco," first of our growing fleet of streamliners, which made its debut in 1936. It appears at right in picture above with 2nd and larger train at Oakland Pier in 1938. Below is our sensational Coast "Daylight," which introduced low-cost, high-class streamlined coach service in 1937. Another famous train, the "Lark," won the title, "Most Beautiful Train In America." What we have accomplished the past 50 years portends many great things to come in railroad transportation of Tomorrow.







WESTERN DIVISION SAFETY COMMITTEE MEMBERS who met at Oakland to complete plans for huge Safety meeting sponsored by twenty-seven Brotherhoods on January 27. Standing, left to right: Pete Oakeshott, safety supervisor; Dudley Gibbs, representing BofLF&E; John Malarkey, of Safety Department; John McGrew, representing Signalmen. Seated: Richard Cline, Boilermakers; Chairman Claude Frost, Trainmen; Bob Larson, Clerks; E. Johnson, clerk in Steamer Dept., committee secretary.

Sound Man Is Busy On "Railroad Hour"

COMPARED with Bud Tollefson NBC sound effects engineer for "The Railroad Hour," the proverbial one-armed paper-hanger doesn't know what it is to be busy.

The average number of sound effects required for each week's show is 63, Tollefson has found. These range from a locomotive leaving a station to a romantic kiss on the lips of the heroine.

Some of the effects are easy to reproduce, others tax the ingenuity of the sound effects man. In the "Desert Song," for instance, there were several scenes in which a band of men were riding horses across sand. To create the illusion, Tollefson strapped half of a cocoanut shell on each foot and paced furiously back and forth in a box of gravel. For the haunted windmill in "The Red Mill" he had to build a special assortment of wooden blocks and pulleys to get the necessary creaks and groans.

To simulate the opening and closing of a door Tollefson simply opens and closes a door. But if you hear the crackling of fire that isn't Tollefson burning down the studio—he's merely crunching cellophane. And that romantic kiss? The sound effects man produces that, too. Not on the heroine's lips, however, but on the back of his own hand.

67 Million Dollars Needed By Red Cross

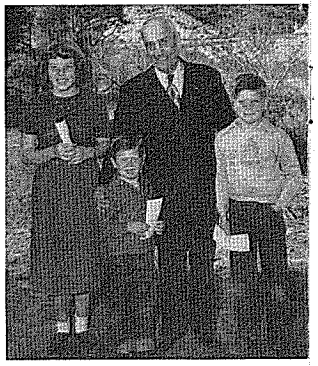
DURING March, volunteers in communities throughout the nation will ask the American people to contribute $67,000,000 to carry on the services of the American Red Cross for the 1950-51 fiscal year. That's a lot of money, but the Red Cross gives a lot in return. Last year it aided about 228,000 victims of 330 disasters, for example. But disaster relief is only one of many humanitarian functions of the Red Cross. Rehabilitation, counsel and assistance to veterans and their families, accident prevention training, home nursing, first aid and many other services are on the program. When you contribute to the Red Cross you contribute to the welfare of your fellowmen. Give as generously as you can.

EMBA Reports On 50-Year Progress

THE Employes Mutual Benefit Association, which will celebrate its 70th birthday in May, took a look back over the past 50 years and came up with this interesting report on its growth and prosperity from January 1, 1900, to January 1, 1950:

Increases in membership from 1,050 to 12,191; in surplus from $1,291 to $84,562; in total assets (all in cash or government bonds) from $134,158 to $2,804,549.

Since the Association was founded $4,317,000 has been paid in death benefits, it was announced by President H. I. Benjamin. He also reported that an additional $68,000 was invested in government securities during January, 1950.



Supt. B. W. Mitchell of San Joaquin Division with Donna Rousey (left) and her brothers, Carl and Richard, when he presented the children with checks as token of SP's appreciation for their prompt actions in reporting an overturned automobile on our tracks (story below).

Youngsters, Motorist Spot Autos on Tracks

SAN JOAQUIN and Portland divisions were scenes of an unusual coincidence in November, in which two automobiles went out of control, plunged onto the railroad tracks and were reported by passersby.

The San Joaquin Division incident occurred near Russ when an automobile crashed through a guard rail of a bridge spanning the tracks, killing the driver. The overturned car was discovered by three children, Donna Rousey, 12, and her two brothers, Carl, 9, and Richard, 6. The children knew a train was due. They stopped a highway department truck and the men flagged a Los Angeles-bound passenger train. As a token of appreciation, Superintendent B. W. Mitchell presented each child with a check.

On the Portland Division, an auto rolled down an embankment, came to rest on the tracks and was left there by its occupants, who were unhurt. Driving by at the time was Walter F. Brazier, former SP man who worked on San Joaquin Division and elsewhere in various positions, including fireman. Brazier went to considerable effort to make sure that railroaders were notified of the accident, even flagging down a freight train to report it to the crew. For his vigilance he also was presented with a check, with a letter of appreciation from General Manager R. E. Hallawell.

Greatest engineering feat of the 19th century was the construction of 1800 miles of railroad, completed on May 10, 1869, with the driving of the Last Spike at Promontory. It was this opinion that inspired John Debo Galloway to write his book, "The First Transcontinental Railroad," published by Simmons-Boardman and off the press in January. The author, who was born in 1869 and passed away in 1943, was familiar with every mile of roadbed of what is now SP's main line from Sacramento to Ogden. Much of his material was gathered from our historical records. Galloway rates as one of the great engineers who had an important part in the development of Western America. As an authoritative record of one of the nation's greatest engineering achievements, his book is a basic contribution to the literature of American railroading.



Judges of Freight Claim Prevention Slogans (story below) were (seated, left to right) E. G. Fitzpatrick, *Bulletin* editor; W. G. Peoples, asst. vice pres., system freight traffic; E. D. Moody, asst. general manager; George Nelson, auditor miscellaneous accounts. Standing are T. A. Fante (left), chief clerk, and Len Mayrisch, manager, Freight Protection & Station Service.

"IMPROVEMENT DEPENDS ON THE MEN WHO OPERATE THE TRAINS"

IN a letter addressed to "Mr. Railroadman," J. J. Brown, traffic manager of the News Syndicate Company of New York, comments on damage to shipments and expresses some opinions which are deserving of thought. Although his letter refers specifically to shipments of newsprint, the feelings of the writer could be those of any customer who is the victim of careless handling of his goods in transit. The letter, circulated by the Freight Claim Division, AAR, follows:

We are the receivers of rolls of newsprint paper in box cars. Our one newspaper has been receiving about 600 carloads a month, representing railroad revenue of approximately $180,000 a month. These rolls of paper are round when they leave the mills. They are loaded into the cars with care and secured against moving in the cars under normal conditions while in transit.

Recently, we have had a great many of these rolls flattened to the extent of crushing the cores. These rolls are of no use to us on our speed presses. They can be rewound, but this is an unnecessary cost and not only reduces railroad revenue on account of claims for damage, but also causes great concern to the receivers. All evidence indicates that these cars received rough handling in transit.

This has caused so much concern that the receivers have been endeavoring to investigate the possibilities of shipping paper by water transportation to a greater extent than ever before. *Prior to the war, it was a well-known fact that the rolls suffered another kind of damage; namely, cuts and bruises, but very little flat rolls, while being transported by water. During the past two years, the water transporters have improved their vessels and their handling with an eye to capturing as much of the rail business as they can by offering special boats, better handling and reduced costs.*

I know that any real improvement depends on the men who operate the trains. Without their help, improvement cannot be achieved!

As a former trainman with more than 35 years of experience in the transportation field, I am trying to make these facts known to the men who are vitally interested in keeping this business on the rails. I was on the "extra board" for ten years and I know what it means when there are no cars to move.

Southern Pacific annually moves hundreds of cars of newsprint from the paper mills of the Pacific Northwest. These mills also are served by coastal vessels. Let's make certain that none of the newsprint we transport "goes to press" before it reaches the receiver. Or any other commodities, for that matter.

Claim Prevention Slogan Selected

Stop the Cause, Prevent the Claim, Cut Loss & Damage—Our '50 Aim!

THIS is the slogan that will keynote our 1950 campaign to stop loss and damage. It will be displayed throughout Southern Pacific on posters and other printed matter concerning this very important subject of freight claim prevention.

Terman J. Mommsen, PMT foreman at Tucson, authored the slogan, which was chosen from more than 300 submitted. But Mommsen had to share part of the honor with Patrick Menolty, general mill foreman, Stores Dept., West Oakland, whose entry was: "In 1950 Let It Be Our Aim: Stop Loss & Damage, Prevent a Claim."

Among numerous others that made it difficult for the judges to make a final selection were: "Make 1950 the Teamwork Year, Keep It Loss & Damage Clear!" "Save Jobs, Be Thrifty—Stop Loss & Damage in 1950!" "In 1950 Let's Be Smart—Stop Loss & Damage Before They Start!"

On the committee to review the slogans were W. G. Peoples, asst. vice pres., system freight traffic; E. D. Moody, asst. general manager; George Nelson, aud. misc. accts.; Emmett Fitzpatrick, editor, *Bulletin*; Len Mayrisch, manager, freight protection & station service; T. A. Fante, chief clerk, FP&SS.

The committee was impressed by the great interest in the vital work of freight claim prevention as indicated by the number of slogans submitted, and by their excellence.

Approximately 7 billion dollars has been spent by American railroads in the past ten years on modern equipment and other improvements.

Annual Christmas Programs















Above: Fellowship Club of Bayshore Shops had a large turnout of shopmen and their families for the annual Kiddies Party. Pictures show part of the audience, some of the young entertainers, and Santa Claus (William Frudenberg) surrounded by wide-eyed children.

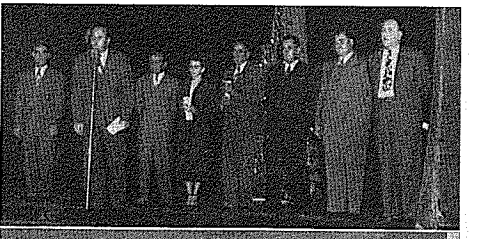
Left: General Hospital patients weren't forgotten by their fellow-workers, who chipped in for cigarettes, candy and playing cards. Over 40 Christmas trees were donated by the Company and distribution of trees and gifts was arranged by SP Club of SF. A program of Christmas carols was presented by the Glee Club. Pictures show groups of patients and some of the hospital staff (center picture).

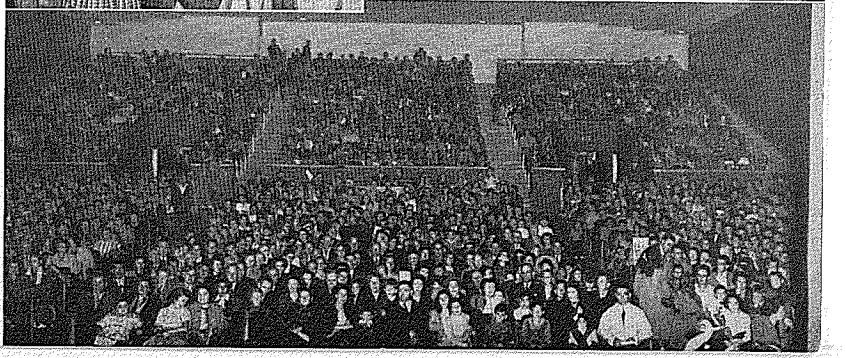
Below: Old-Timers Club of Ogden held their annual party at Hotel Ben Lomond, with Salt Lake Division superintendent F. E. Kalbaugh one of the principal speakers.

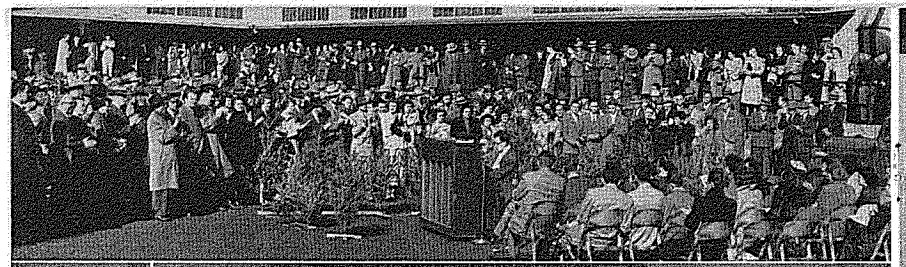
Right: SP Club of Sacramento's annual show for shopmen and families measured up to its usual high standard, with more than 1500 in attendance at the High School auditorium. Picture taken from stage shows most of the crowd. Other pictures show Santa Claus (Ed Ratoni) who distributed gifts to the children, and members of the committee on stage with Chairman Tony Frank at the microphone. On committee were J. G. Palmero, J. Hamilton, Ben Silva, H. Bowman, Lydia Silva, J. P. Mendonca, P. R. Rogato, J. P. Rhoads, E. J. Ratoni. Several acts of professional vaudeville were presented.

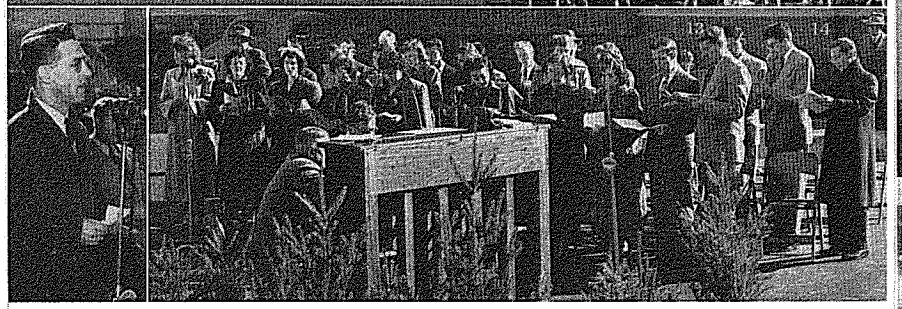








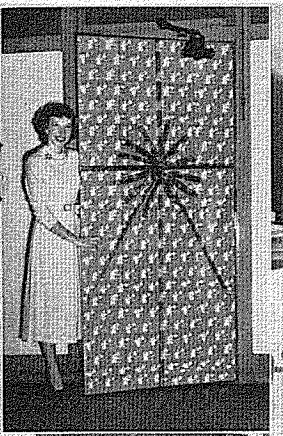


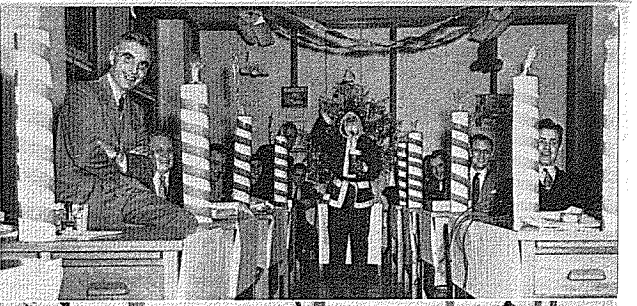


Christmas Programs

Noon hour at the General Office was filled with songs as the SP Glee Club (above) presented its beautiful annual program of Christmas carols. Top picture shows part of the thousands who attended. Walter Correia (in small picture at left), then president of SP Club of SF, made the opening remarks. Below: SP Post No. 412, American Legion, staged its annual Kiddies Party in San Francisco. Opposite page: Something new in Christmas observance was introduced in a number of Accounting Department offices and made such a hit it is expected to become more widespread next year. It was an office decorating contest. First prize in the General Auditor—Asst. Gen. Aud. group was Corporate Accounts' "Peppermint Lane" (top, right). Other large groups are Outside Companies' "Pixie Village" and Statistical Bureau's "Snow Lane." In picture at upper left, Doris Wallner appears to be holding a huge Christmas gift as she opens one of the cleverly decorated doors. In next picture Lillian Desarmo, personnel clerk in charge of clerical employment, hangs stocking over realistic fireplace she made. At bottom of page, picture at left shows Virginia Shone, Lois Sholz and Esther Purdum of File Bureau waiting for Santa Claus to finish his descent. The snowmen getting affectionate attention in center picture from Ellen Berg (left) and Gloria Adams won first prize for Calculating & Typing Bureau in Auditor of Disbursements contest. Second place was won by the cheery fireplace in Statistical Bureau (bottom, right). Roger Eustachy (left) and Loyal Sutton are shown putting on the finishing touches.









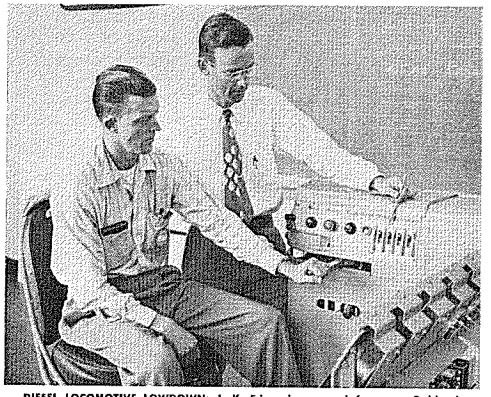












DIESEL LOCOMOTIVE LOWDOWN: J. K. Edwards, general foreman, Oakland, is shown at the controls of a diesel engine while he recently was attending the Alco-GE school in American Locomotive Company's plant, Schenectady, N. Y. D. W. McLaughlin is instructor.

ROSEVILLE WILL BE MAJOR DIESEL SERVICING CENTER

WORK has begun on installations which will ultimately make Roseville one of our two main diesel locomotive servicing centers on the west coast.

Initial authorization calls for outside servicing facilities, including 3,000 feet of new track, 6,000 feet of track change, new concrete roadways, two 215-foot concrete lined inspection pits, fueling and sanding facilities, and a mechanical brush washer for locomotives. All these are scheduled for completion by early spring by which time the present fleet of seven diesels operating between Roseville and Eugene will have increased to 22.

Roseville will also be the servicing point for diesels to be in use between Roseville and Sparks. Ten of the 22 new freight diesels now running between Ogden and Sparks have been equipped with automatic train control so they can be used all the way between Roseville and Ogden.

The Company's present aim is to have more than 70 of the 6,000-horsepower diesels operating in the northern California, Oregon, Nevada, Utah territory by the end of 1950, with Roseville the largest servicing point in this entire area. Ultimately Roseville is expected to service diesels in use between Portland and Bakersfield and between Oakland and Ogden.

As operation of the diesels increases, the servicing facilities at Roseville are to be expanded. Although no authorizations have yet been made for future Roseville expansions, drawings have been prepared for construction of a three-stall diesel engine house (which can be expanded as needed), with inspection pits where the 200-foot locomotives can be serviced entirely under cover, and a store and machine shop with incidental other facilities to match those completed within the past year at Los Angeles (Sept.-Oct. 1949 *Bulletin).*

The dieselization program is also expected to result in dismantling of one of the present Roseville roundhouses. The other will be retained for use of the cab-ahead steam locomotives that operate into and out of the Roseville terminal.

The locomotives now in service between Roseville and Eugene are fueled at Klamath Falls, but fueling facilities are now being installed at Eugene, including a concrete inspection pit and additional trackage.

In the first 10 months of 1949, each active passenger locomotive in the United States traveled an average of nearly 228 miles per day, the highest on record.

Operating Results

FOR the twelve months ended December 31, 1949, Railway Operating Revenues of Southern Pacific Transportation System amounted to $537,518,705 or $49,943,379 less than the revenues for the same period of 1948. Operating revenues were affected by general business conditions, also early in year by severe weather conditions, which damaged crops and caused delays to shipments on Ogden route east of our lines.

During the same period, Railway Operating Expenses were $424,833,131 or $32,396,865 less than the expenses for the same period of 1948. The reduction in operating expenses was somewhat less than the decrease in operating revenues, mainly because higher wage rates were in effect during 1949.

Railway tax accruals, including $34,084,972 for Federal taxes, and $18,973,672 for other taxes, totaled $53,058,644 or $5,747,152 less than such accruals for the same period of 1948. After deducting taxes and $19,116,024 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $40,510,906 or $9,395,068 less than the Net Railway Operating Income for the same period of 1948.

Out of Net Railway Operating Income and Other Income, consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges, before final Net Income is determined. For the 12 months ended December 31st, final result was a net income of $32,675,618. This was $11,094,662 less than the net earnings for the same period of 1948.

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28 Special Trains and extra sections were operated by SP between San Francisco and Los Angeles between December 29 and January 4 to accommodate the Rose Bowl fans and other holiday travelers. About 480 cars and 10,000 passengers were involved in the movement, which from start to finish had no delays.

Tucson Safety Meeting held in December was attended by over 450 railroaders and their families. Among those introduced by Chairman A. W. Kilborn were Dan Garvey, governor of Arizona; Mayor E. T. Houston of Tucson; J. W. Corbett, vice president in charge of operations; G. A. Bays, supt., Tucson Div.; and M. A. Nugent, supt. of safety. A program of entertainment was presented under the direction of Leroy Magers and refreshments were served to climax a very enjoyable evening.

Conductor Ends Tour Of Adventurous Boys

THIS is a story about two small boys who set out to see the world by train, but got sidetracked in the home of a kind-hearted conductor.

Principals in the story were Vern Lawson, age 10, and his cousin, James Browning, 8, of Fallon, Nevada; and Conductor Gilbert Durand of Roseville. Minor roles were played by the kids' relatives, who probably had a heavy hand in a sequel to the story we're about to unfold.

It was about 6:30 p. m. when Durand, walking alongside his freight train at Norden, heard voices in one of the cars. It was the two boys, both of them coatless and hatless. He transferred them to the caboose and had a meal prepared when he learned they hadn't eaten since 8 that morning.

When the train arrived at Roseville at 1 a. m. Durand took them to his home. While Mrs. Durand fixed them a snack and tucked them into bed he phoned their parents at Fallon.

The parents arrived next day and after being guests of the Durands at a turkey dinner headed for home and unfinished business with their adventurous offspring.

Annual Bowling Tournament sponsored by SP Bowling Club of SF was announced for Feb. 24-26 at San Francisco. Invitations were sent to SP teams at Portland, Sacramento, Sparks, Ogden, Los Angeles, El Paso and elsewhere. Special matches between girls' teams from Portland and Los Angeles also were announced.



Television for patients at General Hospital is being provided through contributions of railroaders (story below). Picture shows the committee which met to complete plans for installation of sets and to map out drive for funds for additional equipment. Left to right: M. S. Mason, vice pres., BofRR Signalmen; C. G. Hodges, general chairman, BofRR Signalmen; Louis Silva, conductor, Western Div.; Dr. W. W. Washburn, chief surgeon, General Hospital; H. J. Short, business manager, General Hospital.

RAILROADERS DONATE TELEVISION SETS FOR GENERAL HOSPITAL USE

INSTALLATION of the first two television sets at General Hospital was made at Christmas time, thanks to the generosity of many railroaders. It is planned to install additional sets to whatever extent available funds will permit.

The money that made the purchase of television sets possible was donated originally to purchase radios for use at the hospital. Some months ago Conductor Louis E. Silva of Western Division and other railroaders started a drive for funds and raised $1575. Subsequently it was decided to buy television sets instead.

A committee composed of Silva, M. S. Mason, vice pres., Brotherhood of Railroad Signalmen; and C. G. Hodges, genl. chairman, Signalmen, met with Dr. W. W. Washburn, chief surgeon, and H. J. Short, business mgr. at the hospital, to arrange installation of the first set. This was so successful that plans were quickly made for putting a large set in the dining room and smaller sets in the wards.

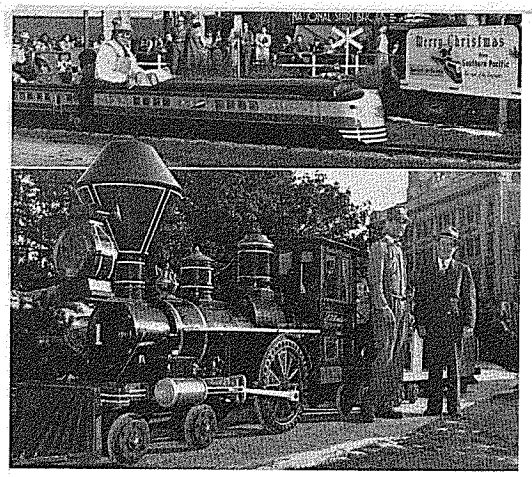
In order to install all the sets that are needed, the committee has issued an appeal for further donations. Anyone wishing to make a contribution, however small, may mail it to C. O. Davis, Room 915, Pacific Building, 821 Market St., San Francisco, who is general chairman, Railway Blacksmiths. Or, if preferred, donations may be given to your local or general chairman, who will forward them to Davis.

New officers of the Oregon Chapter of Morse Telegraph Club of America include a number of SP men. George M. Leslie, chief clerk to supt., is president; Howard Bailey, station clerk and *Bulletin* reporter, is secy-treasurer. Regional vice presidents include A. F. Fredrickson, telegrapher, Woodburn; V. L. Spurgeon, agent, Corvallis; Clay P. Moody, agent, Crescent Lake; E. A. Tuttle, dispatcher, Eugene; A. W. Bennett, agent, Coos Bay; J. B. Ernest, agent, Oswego; T. C. Buckingham, telegrapher, Eugene.

Holding the Bag: The mail bag, that is, 94.7 per cent of it to be exact. That's the percentage of all first-class inter-city mail the railroads carried in 1948, while the airlines carried the remaining 5.3 per cent. For their services the railroads got $26,000,000, while the airlines got $41,000,000. This is why the railroads should get the increase in mail pay they are seeking.

TEN COMMANDMENTS OF GOOD BUSINESS are pointed out by Carl Olsen, AGPA, Central District, to A. S. McCann (center), supt., Western Div., and L. E. Renner, DPA, Oakland. This took place at first meeting between Central territory passenger and Western Div. operating representatives in Oakland in January to launch the 1950 program of Sales Analysis and Development. During the year, 31 programs will be held at key points in the territory to study various potentials for obtaining added passenger business. Meetings had been held at Sacramento and Reno when the *Bulletin* went to press.





NO URGING TO TRY THE TRAIN was needed when Oakland kids saw this miniature equipment operating in City Hall Plaza during Christmas season. At streamliner throttle is W. A. Sprague; lower picture shows "C. P. Huntington" replica with builder Jack Collier and F. E. Watson, general passenger agent, Central District.



SOFTBALL CHAMPS of El Paso Industrial League for 3rd straight year are these SP boys: (front row, l-r) Alfonso Rodriguez, Tavo Garcia, "Bomba" Ramirez, Al Schelper, mgr.; Jesus Acosta, Victor Alvarez, Austin Crysler, Jr., mascot; Edward George, Austin Crysler. (Standing) Rodolfo Quinones, Tony Rivera, Tito Aguilar, Emilio Carrasco, Manny Ayala, Harry Wagner, Ray Camarillo, Natividad Valdez.

BASKETBALL RUNNER-UP in the SF Industrial League was the General Office team of (seated, l-r) Tom Combis, Lee Carroll, George Sears, Bill Hayner. (Standing) Bill Figini, Danny Shea, Walt Herringer, Fred Smith, Dick Bambach, Tom Gilmartin, Fred Wescoe. Coach Warren Higgins not in picture.

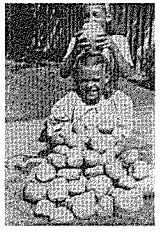




SPEEDSTER: Charles Cusick, retired Shasta Div. agent, expects his thoroughbred, "Ukerex," to win many races in the 1950 California fair circuit. Charley retired in 1941.



GOOD HUNTING it was for Tucson nimrods (l-r) Henry Payne, chief clerk of supt.; his son Dick; and B. S. Weiler, freight agent, when they bagged three Canadian geese and limit of ducks.



BIG SPUDS grown by H. B. Lee, ticket clerk, San Mateo, are displayed by daughters Christine and Sydney, holding one that weighs 2 lbs.

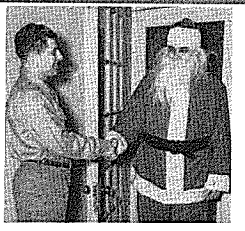


CITIZEN: Manuel Ramirez proudly shows some of his family a flag given him when he recently took oath of citizenship. Ramirez, clerk-warehouseman at Oxnard, had 3 sons in last war.





CHRISTMAS CHEER was being spread when these pictures were taken at Los Angeles (top), San Luis Obispo and Roseville (left). The LA group were gathered at the Freight Station, where over $200 worth of toys were collected to present to patients at the Children's Hospital. This has become an annual event. The San Luis Obispo kiddies were guests of the local SP Club, which was host to over 150 members and families at dinner and entertainment. Andy Flory, club president, and Mrs. Harry Raycraft, wife of conductor, were in charge of arrangements. At Roseville, the SP Club was host to over 200 persons at a dinner, followed by distribution of gifts to children by Santa Claus Joe Davis, pipefitter, shown with Bill Crawford, club president.



Christmas Message: It was 2:21 the morning of December 25 when Freight Conductor O. M. Close of Salt Lake Division, passing through Weso, Nevada, dropped off the following message to Operator R. A. Dore to send to the dispatcher at Elko: "As the train ahead has work to do, if you can put us by, will give him his space on board at Carlin. All of my brakemen have little kids and wish to help open Christmas presents this a. m. Merry Christmas." (The brakemen helped their kids open the presents.)

Friendly Gesture: SP folks at Pittsburg won favorable comment at Christmas time when they bought space in the local newspaper to extend "Season's Greetings" to the people of that community.

So delighted was Mrs. Nellie Griffin of Lancaster with the way Agent L. C. Frost planned her 12,622-mile itinerary that she wrote a description of the trip, had it printed and mailed it to her friends. A map of the United States shows where Mrs. Griffin traveled alone on 15 railroads and the cities she visited. The only trains mentioned are the *Shasta Daylight* and the *Morning Daylight*, which she says are fine trains. "I had a most wonderful trip," she says. "All things and all people seemed to work together to make it pleasant for me." Mrs. Griffin is 86 years old.

Prized Souvenir of E. O. Rickly, telegrapher at Roseburg, is a copy of the Portland Division seniority roster dated Dec. 31, 1904. It contains 103 names, compared to 273 on the 1949 list. No. 1 man on the roster was S. T. Johnson, agent Woodburn, with seniority of March 24, 1874. One of the "kids" near the bottom of the extra list was J. I. Love, who retired as chief dispatcher in 1947.

Good resolutions everyone will readily endorse are advanced by Anne Reilly, cashier, Drumm St. freight office, SF., who wrote a poem which closes with this stanza: "Be most gracious to the people you encounter, aim to serve them SP Service with a smile, be a credit every minute to your railroad; these are New Year's resolutions well worth while."

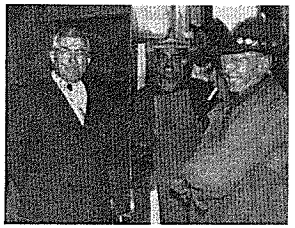
A thing of the past is what narrow gauge railroads are fast becoming in America, but the memory of them will live in a book, "Narrow Gauge Railways of America," which recently made its debut. Edited by Grahame Hardy and Paul Darrell, much of the book's material was derived from an earlier book published by Howard Fleming, including engravings from the original volume. At one time there were nearly a thousand narrow gauge roads—today there remain but five. During the past 75 years, 16 narrow gauge railways became part of Southern Pacific. These were broad gauged and some are still in use.







ON THE VETERANS' HONOR ROLL



TOP LEFT: Eduardo G. Rios (wearing bow tie) retired as car inspector, Tucson, with over 35 years' service. Top right: William Gerber, engr., LA Div., 45 years. In strip above, left to right: Andrew W. Taylor, conductor, Coast Div., 40 years; J. E. Valine, pass. car painter, Sacto Shops, 27 years; Roy Robinson, boilermaker, Bayshore, 24 years; Berryman Bryant, yardmaster, SF, over 52 years; R. P. Miles, electrician, Sacto Shops, 24 years. At left is Geralimo J. Martino (left) with some of his friends who honored him on his retirement as stower, 5th & Kirkham freight station, Oakland, after 25 years' service. In group picture, lower left, is Zeferino Perez (holding hat) with associates at El Paso Shops, where he retired as draftsman after 31 years. In top picture below, right, is Richard Peterson (left), carman, Ogden, who completed 27 years' service. With him is C. VanderDoes, car foreman. In lower picture is Fred W. Smith (left), senior MP&C timekeeper, Ogden, 29 years, with Howard Watts, chief clerk to superintendent.







Big turnout for Safety meetings on Salt Lake Division in December were indicative of recognition given by railroaders to this important subject. About 750 employes and families attended the Ogden meeting, about 400 at Sparks, to enjoy entertainment furnished by local talent, and hear interesting talks by J. W. Corbett, vice pres., operations; E. D. Moody, asst. gen. mgr.; F. E. Kalbaugh, div. supt.; M. A. Nugent, supt. of safety, and others.

Courtesy Winner: Because he patiently and politely helped a traveler find a lost suitcase, George S. McCart, baggage agent at Merced, was the winner in a weekly Courtesy Contest conducted by the Merced Rotary Club and Chamber of Commerce. McCart was named for the honor by the lady whose lost suitcase he helped recover. When told he had won the $5 weekly prize, he modestly remarked that what he did was "all in the line of duty."

"Hizzoner" is the new title bestowed on Engineer Leo King of Salt Lake Division since December, when he became mayor of Wells, Nevada. King is serving his seventh two-year term as a city commissioner, during which time he has headed every department of city government, except finance which goes with the mayor's job.

"SP Day" Shrine luncheon, annually staged by Aahmes Temple of Oakland, was held January 6. Among 40 SP guests introduced by Master of Ceremonies Carl Olsen, AGPA, Central District, were Claude E. Peterson, vp, system passenger traffic; E. D. Moody, asst. genl. mgr.; G. M. Betterton, genl. purchasing agent; A. S. McCann, supt., Western Div.; W. G. Peoples, asst. vp, system freight traffic; R. M. Gilmore, asst. to vp., system pass. traffic; F. Q. Tredway, genl. advertising mgr.; F. E. Watson, GPA, Central Dist.; and Garnett King, retired GPA.

DIED

PORTLAND DIVISION: **Sidney H. Francisco**, telegrapher, Brooks, Dec. 9; **Selden E. Walkley**, shop laborer, Dec. 6. Pensioners: **Frank L. Brown**, yardman, Dec. 24; **Alden M. Chamberlin**, engineer, Nov. 28; **Eddy H. Cherrington**, trucker, Nov. 27; **Robe T. Green**, section laborer, Nov. 24; **Irving J. Koupal**, whse. foreman, no date reported; **John H. Marien**, carman helper, July 27; **Charles J. McCann, Sr.**, roadmaster, Jan. 6; **Samuel S. Sayers**, cashier, Nov. 19.

LOS ANGELES DIVISION: **John F. Fuller**, track laborer, Oct. 26; **Walter A. Kauffman**, brakeman, Oct. 29; **George S. Reynolds**, B&B helper, Oct. 29; **George Rivers**, engineer, Nov. 4; **C. G. Scuffman**, yardmaster, Dec. 8; **Herman W. Stolle**, towerman, Dec. 13; **George R. Taylor**, sheetmetal worker helper, Dec. 15; **Harry T. Fisher**, asst. chief yard clerk, Dec. 17; **John W. Borsch**, carman, Dec. 19; **Levi P. Riddell**, yardman, Jan. 1. Pensioners: **Charles E. Adams**, yardman, Nov. 8; **Charles V. Brundige**, brakeman, Nov. 18; **Robert A. Clemmensen**, carpenter, Nov. 22; **Jacob Eckhardt**, clerk-baggageman, Nov. 17; **David D. Jack**, switchman, Dec. 16; **James Lang**, car inspector, Jan. 2; **Maurice J. Lee**, machinist, Dec. 8; **Forrest E. Packard**, yardman, Oct. 9; **Charles Pfennig**, freight car builder, Dec. 28; **Charles W. Price**, yardman, Dec. 6; **Willie M. Smith**, yardman, no date; **Orlando H. Weight**, telegrapher, Dec. 26; **William H. Wells**, car inspector, Dec. 19.

TUCSON DIVISION: **Howard Hess**, engineer, Jan. 6; **Harry L. Sanks**, engineer, Dec. 12. Pensioners: **Carlos C. Aguirre**, car inspector, Dec. 20; **John R. Hawthorn**, clerk, Dec. 19; **Loraine E. Haydock**, brakeman, Nov. 15; **Jose M. Lujan**, boilermaker helper, Dec. 19; **Roy R. Scott**, electrician, Dec. 16.

WESTERN DIVISION: **Frank A. Thompson**, engineer, Nov. 22; **Isaac Enwald**, crossing watchman, Dec. 2; **James Harrison**, upholsterer, Dec. 17; **Robert J. Frymire**, freight handler, Dec. 25; **Cecil C. Ellington**, crossing watchman, Jan. 4; **Manuel Machado**, cabin watchman, steamer divn., Nov. 15. Pensioners: **Miguel Alvarado**, section laborer, Dec. 18; **Frank F. Drechsler**, conductor, Dec. 2; **Michael J. Foley**, stower, Nov. 17; **Michael F. Grealey**, brakeman, Jan. 3; **Timothy Kelleher**, carpenter, Nov. 28; **Albert H. Marquardsen**, car inspector, Nov. 12; **Patrick F. McGarey**, yardman, Oct. 23; **Rose L. Pressler**, coach cleaner, Jan. 1; **Ambrosia M. Quesada**, laborer, Jan. 4; **August H. Sachau**, carpenter, Dec. 8; **William L. Snowden**, tool room attendant, Nov. 25.

SACRAMENTO DIVISION: **Edwin G. Holmes**, clerk, Dec. 21. Pensioners: **Erwin A. Bechtel**, engineer, Nov. 25; **Louis M. Bradford**, conductor, Dec. 26; **John R. Cintolo**, carman, Nov. 27; **Silvo T. Cortopassi**, car repairer, in November; **Homer Knotts**, brakeman, Nov. 30; **James J. Limberger**, asst. foreman, Dec. 13; **Nathaniel J. Rogers**, car builder, Dec. 29; **James Slattery**, section foreman, Nov. 12.

RIO GRANDE DIVISION: Pensioners: **Samuel A. Barnes**, engineer, Nov. 27; **Samuel W. Hale**, sec. foreman, Oct. 24; **Slator D. Hughes**, engineer, Dec. 7; **James W. Reynolds**, engineer, Dec. 18; **Charles F. Shields**, yardman, Dec. 24; **Clarence L. Smith**, trav. carpenter helper, Dec. 15; **Viola S. Trent**, telegrapher, Oct. 27; **William Zak**, carpenter, Jan. 3.

(Continued on page 22)



J. P. MORRIS AND JACK PRENDIVILLE were recently added to the veterans' roll after long service with SP. Morris (3rd from left, above) made his last run as engineer on Tucson Division Dec. 27 to complete 45 years, three months and 14 days of service. Greeting him were (left to right) John H. Shawver, roundhouse foreman; A. League, conductor; J. E. Wise, fireman; J. E. Tompkins, road foreman of engines. Prendiville (3rd from left, below) retired as section foreman, West Oakland yard, with 44 years' service. Among those present to wish him well were (left to right) G. E. Stewart, div. engineer; G. H. Fair, asst. Div. engr.; S. E. Gordon, asst. engr.; C. Donovan, roadmaster; A. S. McCann, supt.; F. J. Dignon, asst. terminal supt.; J. O. Tunney, timekeeper; H. Meuter, office engr.; W. T. Hearne, roadmaster's clerk. The scroll contains the names of more than 200 of Prendiville's railroad friends.





BRIDAL SHOWER for Pat Miles (seated 5th from right), who was married to Ray Erickson on January 8, was given by her friends in Aud. Pass. Accts., SF. Pat is well known for her active support in SP Club events.

DIED (Continued from page 21)

SHASTA DIVISION: Pensioners: **Alfred A. Boyer,** carman, Nov. 26; **Grover C. Fagan,** yardman, no date; **Lester R. Wood,** yardman, Dec. 30.

COAST DIVISION: **Horace E. Jackson,** crossing watchman, Dec. 28. Pensioners: **William L. Crichton,** agent, Nov. 9; **Pasquale DiSanto,** painter helper, Dec. 11; **Edward J. Fisher,** machinist, Nov. 25; **Franklin C. Kirby,** clerk, Jan. 7; **Andrew Lappinen,** B&B carpenter, no date; **Ferdinand Luzardi,** transfer table opr., Nov. 6; **Cornelius Lynch,** sec. foreman, Dec. 14; **Eugene A. Millsap,** asst. chief clerk, Jan. 8; **Edwardo Pesce,** laborer, Jan. 4; **Hugh Sheridan,** sec. foreman, Nov. 11; **Andrew J. Waters,** boilermaker, Oct. 31; **Marvin M. Williams,** yardman, Dec. 23.

SAN JOAQUIN DIVISION: **Amy Crouch,** telephone operator, Dec. 9. Pensioners: **Herry F. Jacobs,** chief freight clerk, Dec. 19; **Charles W. Merrell,** conductor, Nov. 11; **Albert J. Russell,** telegrapher, Dec. 22.

SALT LAKE DIVISION: Pensioners: **Albert D. McKinnon,** brakeman, Jan. 7; **Thomas Sowerby,** engineer, Nov. 29; **Charles Tiernan,** conductor, Dec. 2; **William A. Triplett,** engineer, Dec. 6.

EL PASO SHOPS: **Manuel Barajas,** boilermaker helper, Dec. 1; **Seferina P. Fuentes,** laborer, July 18. Pensioner: **M. Palacios,** tender truckman, Jan. 1.

SACRAMENTO SHOPS: Fred Springer, machinist, Nov. 22. Pensioners: **Alexander Anderson,** mail carrier, Jan. 5; **William T. Simmons,** molder, Dec. 25; **Ewald Sirrenberg,** machinist, Nov. 21; **Joseph Zgraggen,** carpenter, Dec. 29.

STORES: Pensioners: **Arthur R. Hughes,** sec. stockman, El Paso, Dec. 28; **Will R. Price,** waste reclaimer, El Paso, Jan. 4; **Patrick J. O'Sullivan,** stockman's asst., West Oakland, Nov. 22.

LOS ANGELES SHOPS: Pensioner: **Andrew N. Anderson,** car painter, Dec. 30.

DINING CARS: Paul Garland, inspector, Dec. 27. Pensioners: **Jere N. Smith,** steward, LA, Oct. 28; **Jesse Thomas,** cook, LA, no date.

NORTHWESTERN PACIFIC: **Sidney M. Thomas,** B&B carpenter, Nov. 21. Pensioners: **Felix A. Brusatori,** foreman car cleaner, Dec. 8; **Jacob H. Bucholzer,** conductor, no date; **Otto W. Karlson,** cabin watchman, in Nov.; **Frank W. Smith,** fireman, Dec. 6; **Charles H. Smith,** agent-telegrapher, no date.

MISCELLANEOUS: **Horace J. Pennington,** genl. track supvr., Engineering Dept., Dec. 30. **Edward L. Haverty,** gardener, General Hospital, Dec. 23; **Dorothy E. Owles,** head receptionist, Gen. Hospital, Jan. 4. Pensioners: **Fred L. Baker,** clerk, Aud. Frt. Accts., no date; **Edwin E. Dole,** clerk, Portland, Dec. 23; **Frank Rich,** lineman, Tel. Dept., Nov. 29; **Alfred A. Hapgood,** city ticket agt., Nov. 19; **Fred Bernhard,** draftsman, Dec. 27; **W. H. Glasgow,** clerk, Dec. 12; **Patrick P. Galt,** special investigator, Dec. 22; **David F. McMahon,** engineer accountant, Nov. 30; **T. D. Raptis,** janitor, Dec. 2; **Earl P. Jones,** motorman, P&SR, Dec. 27; **John Jewell,** track foreman, Visalia Electric, Nov. 10; **Burdett S. Post,** tug captain, SPSS, Nov. 21; **Charles H. Henion,** chief billing clerk, SPSS, Jan. 1; **Alfred J. Tuck,** chief steward, SPSS, Nov. 16.

RETIRED

The Pension Department reports annuities have been approved for the following:

PORTLAND DIVISION: **Samuel E. Doughty,** yardman; **Clifford A. Maguren,** clerk-baggageman; **George W. Newton,** conductor; **Tony Polich,** carman helper; **Claude E. Smith,** brakeman.

RIO GRANDE DIVISION: **Francisco Gutierrez,** roundhouse laborer; **Harry W. Hamilton,** section foreman; **James A. Skipper,** agent, telegrapher.

TUCSON DIVISION: **Albert A. Kleinhenz,** freight carman; **Eusebii Ramirez,** trackwalker; **Manuel S. Romero,** sheet-metal worker; **Charles W. Stoddard,** machinist helper.

LOS ANGELES DIVISION: **Victor K. Baines,** pile driver engineer; **Matthew J. Russell,** brakeman; **Primitivo San Roman,** yard laborer; **Ross D. Shaw,** conductor; **O. V. Shedenhelm,** engineer.

COAST DIVISION: **Louis K. Brandt,** pile driver engineer; **Patrick J. Bray,** brakeman; **John Connell,** truckman helper; **Manuel H. Gonsalves,** coach cleaner; **William Jones,** engineer; **John T. Pandazes,** freight carman; **Matteo Vassallo,** coach cleaner.

SACRAMENTO DIVISION: **Sylvester P. Gangler,** towerman; **John N. Petterson,** car foreman; **Walter Sisson,** engineer; **William E. Weubbe,** engineer.

SHASTA DIVISION: **Anton Bonderson,** conductor; **David A. Stickney,** train dispatcher.

SALT LAKE DIVISION: **Herman S. Allen,** engineer; **Ancle L. Bonham,** blacksmith; **William H. Broadbent,** engineer; **John Buonanoma,** section foreman; **Charles E. Furgeson,** machinist; **Harry E. Gill,** signal maintainer; **Edward M. Griffin,** lead signalman; **David W. Jenkins,** foreman; **Richard C. Peterson,** carman; **Louis Tessne,** boilermaker helper.

WESTERN DIVISION: **O. M. Barlow,** division engineer; **Charles L. Bertrand,** brakeman; **Salvatore Cirimelli,** janitor; **Henry W. Hollman,** towerman; **Vincenzo Mazzamuto,** crossing watchman; **Augustus McGill,** crossing watchman; **Charles E. Bigglesworth,** conductor; **Gust Trindas,** machinist.

SAN JOAQUIN DIVISION: **John G. Mellas,** boilermaker; **Frederick E. Olin,** engineer; **George B. Rhone,** conductor; **John L. Sullivan,** engineer.

LOS ANGELES SHOPS: **Clyde H. Golladay,** machinist.

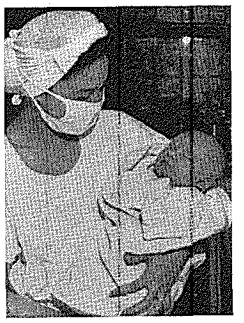
SACRAMENTO SHOPS: **Mike Barker,** blacksmith helper; **William H. Davis,** machinist; **Peter Gliga,** machinist helper; **James N. Sardounis,** pipefitter helper.

DINING CAR DEPT.: **John Blanchard,** waiter, Oakland; **Richard S. Farrell,** waiter, Portland; **Walter F. White,** business car porter.

MISCELLANEOUS: **John Campbell,** secretary to chief engineer; **Edmond M. Goldsmith,** assistant engineer, office of chief engineer; **Daniel C. McGovern,** wire chief, Telegraph Dept.; **Clarence W. Millington,** messenger, Passenger Traffic, LA; **Fay L. Murray,** chief clerk, Auditor of Disbursements, SF.

ELAINE PETRILAK of Aud. Pass. Accts. changed her name to Mrs. Tom Kelly shortly before this picture was taken on Oct. 9. Louise Greco, of same department and *Bulletin* reporter, was maid of honor; Mary Oldham was flower girl, and Frank Petrilak, brother of the bride, was best man.





SECOND SP BABY born in 1950 is claimed to be Robert Henry Frudenberg, whose dad, William, is machinist apprentice at Bayshore Shops. It was 2:06 a. m. on Jan. 1 when Robert Henry arrived, weighing in at 11 lbs, 6 oz. Pop's picture is on page 13 but he isn't likely to be recognized. He's the Santa Claus at the Bayshore Shops annual Kiddies Christmas Party, a role he's been playing for years. For first 1950 SP baby see "Born."

MARRIED & ENGAGED

C. D. Mason, agent-telegrapher, Myrtle Point, to Dorothy Lambert, Oct. 15; Scott B. Howatt, asst. genl. fire inspector, SF, to Ruth Owens, Dec. 24; Theodore Miller, clerk, 4th & Berry Frt., SF, to Audrey Belle Skiff, Nov. 6; Helen Jew, 4th & Berry Frt., to Harold Giannini, Oct. 29.

Looks like Aud. Pass. Accts., SF, is the most romantic office on the railroad, with two brides (picture on opposite page) and engagements announced by the following girls: Pat Doull, to Bob Valdovinos; Dora Escato, to Charles George; Helen Gay, to Norman Lundquist; Rose McIntyre, to James Krug; Kay Morrison, to Eddie Meyer. Also announcing her engagement was Rosemary H. Chapman, cashier's dept., 4th & Berry Frt., to Gerald A. Praeder.

BORN

Top spot in this column goes without question to SP's first New Year poppa —Trainmaster **B. B. Kimball** of Tucson, who announced the arrival of an 8 pound, 4 ounce boy at *one second* past midnight, January 1, a record that can't be beat. New Year's Day sons also were reported by **William Frudenberg** (picture on this page), of Bayshore Shops, and **Art Jenkins,** draftsman, Engineering Dept., SF.

Other railroaders who recently added new sons to the family are **E. W. Thomas,** lineman, Tucson, Oct. 24; **Ruth Ducousso,** Aud. Misc. Accts., SF, Dec. 2; **Jean Naylor,** of same office, Dec. 1; **Marion Caswell,** Aud. Frt. Accts., Jan. 15; **Alfred A. Ceglie,** timekeeper, Portland, Dec. 7. New daughters were reported by **Robert Gray,** clerk, Gen. Passenger Dept., SP, Nov. 19; **E. H. Hancock,** telegrapher, Portland, Nov. 25; **M. M. Kelley,** wire chief—mechanician, SP Telegraph Dept., Oct. 2; **Nick Daniloff,** draftsman, Engineering Dept., SF, Dec. 18.

A final burst of speed by Doc Stork saved **William Romanshek,** telegrapher, West Scio, Ore., more than the price of his hospital bill on his income tax return. The busy bird delivered two exemptions, twin boys, just a few minutes before 1949 came to a close.

NEW APPOINTMENTS

OPERATING: **R. A. Miller,** to asst. supt., Sacramento Division, vice T. F. Custer, on sick leave. **M. A. McIntyre** succeeded Miller as trainmaster, Fresno. **T. E. Billingsley,** to terminal supt., Sacramento and Roseville yards, vice R. A. Wardle, deceased. **R. B. Gibson,** to trainmaster, mountain subdivision, headquarters Roseville, succeeding Billingsley. **E. C. Watson** succeeds Gibson as trainmaster, east valley subdivision; **F. M. Duffy** succeeds Watson as trainmaster, west valley subdivision, **Bert Stowers,** to general yardmaster, Roseville. **W. H. Gelzinnus,** to roadmaster, Salinas district. **F. C. Rice,** to roadmaster, Winnemucca, succeeding Gelzinnus. **Dan Murphy,** to roadmaster, San Gabriel dist., vice **C. T. Mulcahy,** to roadmaster, Harbor dist., LA. **Clyde E. Williams,** to asst. signal supvr., Oakridge, vice **B. N. Chaney,** retired. **W. B. Sharp,** to trainmaster, Alamogordo subdivision, and **D. A. Doyle** to trainmaster, Deming subdivision, both with headquarters El Paso. **W. L. Harjes,** to asst. road foreman of engines, Sacto. Div., headquarters Roseville. **Edward L. Carroll,** to safety supvr., headquarters SP.

TELEGRAPH DEPARTMENT: **C. H. Fox,** to manager "HU" office, Los Angeles, vice **H. H. Hanna,** deceased.

TRAFFIC: **John W. Detlor,** to ticket agent, Los Angeles Union Passenger Terminal.

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YOUR BULLETIN REPORTERS

THE *Bulletin* staff is grateful to the following for many of the news items and photographs in this issue:

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Howard Bailey	Portland
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Dick Stephens	Ogden
Harley Talbot	Dup. Bur., LA
Dave Welch	Tracy
Fletcher West	Phoenix
W. M. Williams	Bakersfield



"CHARMER" is a title well-deserved by Clara Heinrich, *Bulletin* reporter for Aud. Misc. Accts., SF. Clara is member of the SF advisory committee of "Charm" magazine. Qualifications, which Clara easily met, are "a typical business girl, between 18 and 28, single or married, and popular with fellow-workers." Climaxing the year's program is a chance to be chosen a "Charm" guest editor to help edit the magazine's annual special issue, and make a trip to New York.

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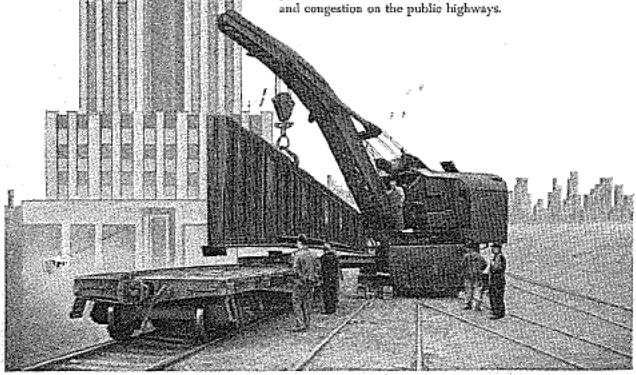
Skyscrapers grow on Railroad Sidings

Steel for a skyscraper starts a long way from the site of the building—in ore pits, in mines and quarries, on *railroad cars*. The skyscraper itself begins to take shape on the railroad siding of a fabricating plant, as each numbered piece of steel is loaded on cars for delivery at the building site in its proper order for use.

This is but one example of the services of railroads—the one form of transportation which stands ready to move *anything* movable, for any shipper, in any quantity, in any season of the year, and anywhere the rails run.

This true common carrier service of the railroads is basic to our American economy—to our daily lives. To improve their service, the railroads have spent, just since the end of the war, nearly four billion dollars for new cars and locomotives, and for improvements to the highways of steel on which the trains run.

The more freight that is moved over these highways of steel, the lower will be the true cost of transportation—and the less will be the strain, burden, and congestion on the public highways.



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